

# Hongkong Daily Press.

ESTABLISHED 1857

No. 16,680 號十八百六千六萬壹第 日一十二月八年三統宣 HONGKONG, THURSDAY, OCTOBER 12TH, 1911. 四拜禮 號二十月十年一十百九千一英港香 PRICE, \$3 PER MONTH.

ON SALE  
THE  
DIRECTOR & CHRONICLE  
FOR 1911.  
Complete Edition ... \$10.00  
Small ... 6.00  
Agents in all the Foreign  
Settlements throughout the Far  
East.

## NEW PIANOS

## ON HIRE

AT  
\$10 PER MONTH

TUNING AND REGULAR  
ATTENTION INCLUSIVE.

S. MOUTRIE & CO.,  
LIMITED.

CHINA MUTUAL LIFE  
INSURANCE CO., LD.  
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.  
J. A. WATTS, Esq., Managing Director.  
A. J. HUGHES, Esq., Secretary.  
S. B. NELL, F.I.A., Actuary.

A strong British Corporation Registered  
under Hongkong Ordinances and under Life  
Insurance Companies' Acts, England.  
Insurance in Force ... \$39,571,465.00  
Assets ... 9,872,930.00  
Income for Year ... 3,862,071.00  
Total Security to Policyholders 9,520,060.00

LEFFERTS KNOX, Esq., Hongkong, Can-  
ton, Macao, and the  
District Secretary, Philippines.  
B. W. TAPE, Esq.,  
District Secretary, Alexandria Building.

C. LAWDER, Esq., Inspector Hongkong.  
Advisory Board: Hongkong.  
SIR PAUL CHATER, Kt., C.M.G.  
T. F. HOUGH, Esq.  
C. J. LAURENTZ, Esq.

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net  
In Bags 250 lbs. net  
SHEWAN, TOMES & CO.,  
General Managers.  
Hankow, 29th April, 1903.

SINGON & CO.  
IRON, Steel, Metal and Hardware Merchants,  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Castings Importers. General  
Storekeepers and Shipchangers. Nos. 35 & 37,  
Hing Loong Street (2nd St. west of Central  
Market). Telephone No. 615.

PEAK TRAMWAYS COMPANY  
LIMITED.  
TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.  
every 15 minutes.  
SUNDAYS.  
8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days

## CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).  
CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).  
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.  
Sundays at 9 A.M. and 12.30 P.M.  
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.  
Sundays at 7.30 A.M. and 5 P.M.  
CANTON TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.  
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.  
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.  
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The S.S. "SUI TAI," leaving on SUNDAYS at 12.30 P.M., connects with the  
Excursion Steamer returning from Macao at 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
[a144] Hotel Maunsell, Opposite Hongkong Hotel.

## P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.  
S.S. "INDIA." (8,000 Tons.)  
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
DIRECT, WILL LEAVE HONGKONG ON MARCH 16TH, 1912,  
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND  
GIBRALTAR, AND IS DUE TO ARRIVE AT—  
MARSEILLES ... APRIL 13TH.  
LONDON ... APRIL 20TH.

The Accommodation in this Vessel is at the  
entire disposal of Passengers from the Far East.  
FARES TO LONDON—  
1ST SALOON £71.10 SINGLE; £106.14 RETURN.  
2ND " £48.8 " £72.12 "  
For Further Particulars, apply to  
E. A. HEWETT,  
SUPERINTENDENT

AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI

Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.  
3 Dry Docks (No. 1 ... 510 ft. 77 ft. 26 ft.  
No. 2 ... 350 ft. 53 ft. 24 ft.  
No. 3 ... 714 ft. 88 ft. 34 ft.)  
1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 715 tons and 12 knots speed, is always  
ready at short notice.

AT KOBE—Telegraphic Address: "WADADOCK" KOBE.

Lifting Power. No. 1. 7,000 Tons. No. 2. 12,000 Tons.  
Max. Length of Ship taken in. 460 Feet. 580 Feet.  
" Breadth " " 56 " 66 "  
" Draft " " 22 " 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Sheerlegs, capable of lifting 40 ton weight.  
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

KELLY & WALSH, LTD.

USEFUL BOOKS, 80 CENTS EACH.  
Pros and Cons, Guide to the Controversies of  
To-day, by Bertram Askew.  
Everybody's Writing-Desk Book.  
Art Needlework made Easy, Mrs. B. Townsend.  
Systematic Business, Carl Mares.  
How to Compose Business Letters, Max  
Rittenberg.  
How to Write for the Press, E. P. Davies.  
Pitman's Complete Guide to the Improvement  
of the Memory.  
The "Express" Ready Reckoner with the pencil  
up to £1. Interest, Wages, Discount,  
Tables, &c.  
What a Business Man Ought to Know.  
Balance Sheets, How to read and understand  
them, Philip Tovey.

OH! YOU ARDATH!!!  
THE ARDATH HIGH-CLASS  
SMOKING MIXTURE.  
SPECIAL.

This speciality is a blend of rare tobaccos  
which have been stored in Bond for many years.  
It has been our custom in these years which  
have produced the finest Tobaccos of SPECIAL  
merit to secure a reserve stock. Some of these  
stocks we have now decided to amalgamate, and  
the result is a unique blend known as

## BREWER & CO., LTD., NEW BOOKS

THE LITERARY PAGEANT  
Published in Aid of Prince Francis of  
Saxa Memorial Fund for Middlesex  
Hospital.  
Edited by STANLEY PORTAL HYATT  
Contributions by the best  
Writers and ARTISTS  
of the day.  
PRICE ... 90 Cents.

THE MASTER OF MRS. CHILVERS,  
by Jerome K. Jerome ... \$2.60  
MY TROPIC ISLE, by E. J. Banfield ... 9.00  
(Author of "Confessions of a Beachcomber").  
JAVA, SUMATRA and the other Islands  
of the Dutch East Indies, by A.  
Cabalana ... 9.00

THE HISTORY OF WALES  
From Earliest Times to  
EDWARD IAN CONQUEST,  
in 2 Volumes, by J. E. LLOYD ... \$17.00

BREWER & CO., LTD., BOOKSELLERS, PRINTERS  
& STATIONERS. [a27]

## KUPPER PILSENER BEER.

The Leading Beer in the Far East.

SOLE AGENTS:  
CALDBECK,  
MAGGREGOR & CO.,

## CANTON KOWLOON RY.

TIME TABLE.  
On and after 3rd October, 1911, until further notice.  
Previous Time-Tables cancelled.

DOWN TRAINS										UP TRAINS									
STATION	No. 1 Tph.	No. 2 Tph.	No. 3 Tph.	No. 4 Tph.	No. 5 Tph.	No. 6 Tph.	No. 7 Tph.	No. 8 Tph.	No. 9 Tph.	STATION	No. 1 Tph.	No. 2 Tph.	No. 3 Tph.	No. 4 Tph.	No. 5 Tph.	No. 6 Tph.	No. 7 Tph.	No. 8 Tph.	No. 9 Tph.
Canton	7.05	14.25	21.45	29.05	36.25	43.45	51.05	58.25	65.45	Kowloon	14.25	21.45	29.05	36.25	43.45	51.05	58.25	65.45	72.65
Shek Pai	7.07	14.27	21.47	29.07	36.27	43.47	51.07	58.27	65.47	Hung Hom	14.27	21.47	29.07	36.27	43.47	51.07	58.27	65.47	72.67
Che Li	7.09	14.29	21.49	29.09	36.29	43.49	51.09	58.29	65.49	Yau Ma Tei	14.29	21.49	29.09	36.29	43.49	51.09	58.29	65.49	72.69
Wu Chung	7.11	14.31	21.51	29.11	36.31	43.51	51.11	58.31	65.51	Siu Shi	14.31	21.51	29.11	36.31	43.51	51.11	58.31	65.51	72.71
Nan Kong	7.13	14.33	21.53	29.13	36.33	43.53	51.13	58.33	65.53	Tai Po	14.33	21.53	29.13	36.33	43.53	51.13	58.33	65.53	72.73
Sun Tong	7.15	14.35	21.55	29.15	36.35	43.55	51.15	58.35	65.55	Tai Po Market	14.35	21.55	29.15	36.35	43.55	51.15	58.35	65.55	72.75
Tong Mei	7.17	14.37	21.57	29.17	36.37	43.57	51.17	58.37	65.57	Pan Ling	14.37	21.57	29.17	36.37	43.57	51.17	58.37	65.57	72.77
Nga Yee	7.19	14.39	21.59	29.19	36.39	43.59	51.19	58.39	65.59	Shum Chun	14.39	21.59	29.19	36.39	43.59	51.19	58.39	65.59	72.79
Sien Tsun	7.21	14.41	22.01	29.21	36.41	44.01	51.21	58.41	66.01	Pu Koi	14.41	22.01	29.21	36.41	44.01	51.21	58.41	66.01	72.81
Shek Ha	7.23	14.43	22.03	29.23	36.43	44.03	51.23	58.43	66.03	Li Long	14.43	22.03	29.23	36.43	44.03	51.23	58.43	66.03	72.83
Shek Lam	7.25	14.45	22.05	29.25	36.45	44.05	51.25	58.45	66.05	Ping Wu	14.45	22.05	29.25	36.45	44.05	51.25	58.45	66.05	72.85
Shek Li Koi	7.27	14.47	22.07	29.27	36.47	44.07	51.27	58.47	66.07	Tin Tong	14.47	22.07	29.27	36.47	44.07	51.27	58.47	66.07	72.87
Shek Lung	7.29	14.49	22.09	29.29	36.49	44.09	51.29	58.49	66.09	Shek Ku	14.49	22.09	29.29	36.49	44.09	51.29	58.49	66.09	72.89
Sai Wu	7.31	14.51	22.11	29.31	36.51	44.11	51.31	58.51	66.11	Tong Yee	14.51	22.11	29.31	36.51	44.11	51.31	58.51	66.11	72.91
Nam Sheh	7.33	14.53	22.13	29.33	36.53	44.13	51.33	58.53	66.13	Lau Tsun	14.53	22.13	29.33	36.53	44.13	51.33	58.53	66.13	72.93
Wang Lik	7.35	14.55	22.15	29.35	36.55	44.15	51.35	58.55	66.15	Cheung Muk	14.55	22.15	29.35	36.55	44.15	51.35	58.55	66.15	72.95
Shuang Ping	7.37	14.57	22.17	29.37	36.57	44.17	51.37	58.57	66.17	Tou & Shek Ma	14.57	22.17	29.37	36.57	44.17	51.37	58.57	66.17	72.97
Muk Lun	7.39	14.59	22.19	29.39	36.59	44.19	51.39	58.59	66.19	Tu Tung	14.59	22.19	29.39	36.59	44.19	51.39	58.59	66.19	72.99
Tu Tung	7.41	15.01	22.21	29.41	37.01	44.21	51.41	58.61	66.21	Shek Ku	15.01	22.21	29.41	37.01	44.21	51.41	58.61	66.21	73.01
Cheung Muk	7.43	15.03	22.23	29.43	37.03	44.23	51.43	58.63	66.23	Wang Lik	15.03	22.23	29.43	37.03	44.23	51.43	58.63	66.23	73.03
Tou & Shek Ma	7.45	15.05	22.25	29.45	37.05	44.25	51.45	58.65	66.25	Nam Sheh	15.05	22.25	29.45	37.05	44.25	51.45	58.65	66.25	73.05
Lau Tsun	7.47	15.07	22.27	29.47	37.07	44.27	51.47	58.67	66.27	Sai Wu	15.07	22.27	29.47	37.07	44.27	51.47	58.67	66.27	73.07
Tong Yee	7.49	15.09	22.29	29.49	37.09	44.29	51.49	58.69	66.29	Shek Lung	15.09	22.29	29.49	37.09	44.29	51.49	58.69	66.29	73.09
Shek Ha	7.51	15.11	22.31	29.51	37.11	44.31	51.51	58.71	66.31	Shek Li Koi	15.11	22.31	29.51	37.11	44.31	51.51	58.71	66.31	73.11
Shek Lam	7.53	15.13	22.33	29.53	37.13	44.33	51.53	58.73	66.33	Shek Ku	15.13	22.33	29.53	37.13	44.33	51.53	58.73	66.33	73.13
Shek Li Koi	7.55	15.15	22.35	29.55	37.15	44.35	51.55	58.75	66.35	Siu Shi	15.15	22.35	29.55	37.15	44.35	51.55	58.75	66.35	73.15
Shek Lung	7.57	15.17	22.37	29.57	37.17	44.37	51.57	58.77	66.37	Tai Po	15.17	22.37	29.57	37.17	44.37	51.57	58.77	66.37	73.17
Sai Wu	7.59	15.19	22.39	29.59	37.19	44.39	51.59	58.79	66.39	Tai Po Market	15.19	22.39	29.59	37.19	44.39	51.59	58.79	66.39	73.19
Nam Sheh	8.01	15.21	22.41	30.01	37.21	44.41	51.61	58.81	66.41	Pan Ling	15.21	22.41	30.01	37.21	44.41	51.61	58.81	66.41	73.21
Wang Lik	8.03	15.23	22.43	30.03	37.23	44.43	51.63	58.83	66.43	Shum Chun	15.23	22.43	30.03	37.23	44.43	51.63	58.83	66.43	73.23
Shuang Ping	8.05	15.25	22.45	30.05	37.25	44.45	51.65	58.85	66.45	Pu Koi	15.25	22.45	30.05	37.25	44.45	51.65	58.85	66.45	73.25
Muk Lun	8.07	15.27	22.47	30.07	37.27	44.47	51.67	58.87	66.47	Li Long	15.27	22.47	30.07	37.27	44.47	51.67	58.87	66.47	73.27
Tu Tung	8.09	15.29	22.49	30.09	37.29	44.49	51.69	58.89	66.49	Ping Wu	15.29	22.49	30.09	37.29	44.49	51.69	58.89	66.49	73.29
Cheung Muk	8.11	15.31	22.51	30.11	37.31	44.51	51.71	58.91	66.51	Tin Tong	15.31	22.51	30.11	37.31	44.51	51.71	58.91	66.51	73.31
Tou & Shek Ma	8.13	15.33	22.53	30.13	37.33	44.53	51.73	58.93	66.53	Shek Ku	15.33	22.53	30.13	37.33	44.53	51.73	58.93	66.53	73.33
Lau Tsun	8.15	15.35	22.55	30.15	37.35	44.55	51.75	58.95	66.55	Wang Lik	15.35	22.55	30.15	37.35	44.55	51.75	58.95	66.55	73.35
Tong Yee	8.17	15.37	22.57	30.17	37.37	44.57	51.77	58.97	66.57	Nam Sheh	15.37	22.57	30.17	37.37	44.57	51.77	58.97	66.57	73.37
Shek Ha	8.19	15.39	22.59	30.19	37.39	44.59	51.79	58.99	66.59	Sai Wu	15.39	22.59	30.19	37.39	44.59	51.79	58.99	66.59	73.39
Shek Lam	8.21	15.41	23.01	30.21	37.41	44.61	51.81	59.01	66.61	Shek Lung	15.41	23.01	30.21	37.41	44.61	51.81	59.01	66.61	73.41
Shek Li Koi	8.23	15.43	23.03	30.23	37.43	44.63	51.83	59.03	66.63	Shek Ku	15.43	23.03	30.23	37.43	44.63	51.83	59.03	66.63	73.43
Shek Lung	8.25	15.45	23.05	30.25	37.45	44.65	51.85	59.05	66.65	Siu Shi	15.45	23.05	30.25	37.45	44.65	51.85	59.05	66.65	73.45
Sai Wu	8.27	15.47	23.07	30.27	37.47	44.67	51.87	59.07	66.67	Tai Po	15.47	23.07	30.27	37.47	44.67	51.87	59.07	66.67	73.47
Nam Sheh	8.29	15.49	23.09	30.29	37.49	44.69	51.89	59.09	66.69	Tai Po Market	15.49	23.09	30.29	37.49	44.69	51.89	59.09	66.69	73.49
Wang Lik	8.31	15.51	23.11	30.31	37.51	44.71	51.91	59.11	66.71	Pan Ling	15.51	23.11	30.31	37.51	44.71	51.91	59.11	66.71	73.51
Shuang Ping	8.33	15.53	23.13	30.33	37.53	44.73	51.93	59.13	66.73	Shum Chun	15.53	23.13	30.33	37.53	44.73	51.93	59.13	66.73	73.53
Muk Lun	8.35	15.55	23.15	30.35	37.55	44.75	51.95	59.15	66.75	Pu Koi	15.55	23.15	30.35	37.55	44.75	51.95	59.15	66.75	73.55
Tu Tung	8.37	15.57	23.17	30.37	37.57	44.77	51.97	59.17	66.77	Li Long	15.57	23.17	30.37	37.57	44.77	51.97	59.17	66.77	73.57
Cheung Muk	8.39	15.59	23.19	30.39	37.59	44.79	51.99	59.19	66.79	Ping Wu	15.59	23.19	30.39	37.59	44.79	51.99	59.19	66.79	73.59
Tou & Shek Ma	8.41	15.61	23.21	30.41	37.61	44.81	52.01	59.21	66.81	Tin Tong	15.61	23.21	30.41	37.61	44.81	52.01	59.21	66.81	73.61
Lau Tsun	8.43	15.63	23.23	30.43	37.63	44.83	52.03	59.23	66.83	Shek Ku	15.63	23.23	30.43	37.63	44.83	52.03	59.23	66.83	73.63
Tong Yee	8.45	15.65	23.25	30.45	37.65	44.85	52.05	59.25	66.85	Wang Lik	15.65	23.25	30.45	37.65	44.85	52.05	59.25	66.85	73.65
Shek Ha	8.47	15.67	23.27	30.47	37.67	44.87	52.07	59.27	66.87	Nam Sheh	15.67	23.27	30.47	37.67	44.87	52.07	59.27	66.87	73.67
Shek Lam	8.49	15.69	23.29	30.49	37.69	44.89	52.09	59.29	66.89	Sai Wu	15.69	23.29	30.49	37.69	44.89	52.09	59.29	66.89	73.69
Shek Li Koi	8.51	15.71	23.31	30.51	37.71	44.91	52.11	59.31	66.91	Shek Lung	15.71	23.31	30.51	37.71	44.91	52.11	59.31	66.91	73.71
Shek Lung	8.53	15.73	23.33	30.53	37.73	44.93	52.13	59.33	66.93	Shek Li Koi	15.73	23.33	30.53	37.73	44.93	52.13	59.33	66.93	73.73
Sai Wu	8.55	15.75	23.35	30.55	37.75	44.95	52.15	59.35	66.95	Shek Ku	15.75	23.35	30.55	37.75	44.95	52.15	59.35	66.95	73.75
Nam Sheh	8.57	15.77	23.37	30.57	37.77	44.97	52.17	59.37	66.97	Siu Shi	15.77	23.37	30.57	37.77	44.97	52.17	59.37	66.97	73.77
Wang Lik	8.59	15.79	23.39	30.59	37.79	44.99	52.19	59.39	66.99	Tai Po	15.79	23.39	30.59	37.79	44.99	52.19	59.39	66.99	73.79
Shuang Ping	9.01	15.81	23.41	30.61	37.81	45.01	52.21	59.41	67.01	Tai Po Market	15.81	23.41	30.61	37.81	45.01	52.21	59.41	67.01	73.81
Muk Lun	9.03	15.83	23.43	30.63	37.83	45.03	52.23	59.43	67.03	Pan Ling	15.83	23.43	30.63	37.83	45.03	52.23	59.43	67.03	73.83
Tu Tung	9.05	15.85	23.45	30.65	37.85	45.05	52.25	59.45	67.05	Shum Chun	15.85	23.45	30.65	37.85	45.05	52.25	59.45	67.05	73.85</



## INTIMATION

A. S. WATSON  
& CO., LTD.

ESTABLISHED 1841.

WINE &amp; SPIRIT MERCHANTS.

## S H E R R Y.

WE can confidently recommend the following as Xeres Wines of the Highest Class, specially Selected, and Shipped direct.

In Quality and Price they are unequalled.

	Per dozen.	Per bottle.
A. LIGHT DRY.....	\$16.80	\$1.45
B. VINO DE PASTO	17.80	1.45
C.C. OLOROSO .....	22.30	1.90
D. SUPERIOR PALE DRY.....	24.30	2.05
E. FINEST PALE DRY NUTTY	29.80	2.55

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS.

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: "PRESS"  
Cable: "A.B.C." 5th Ed. Liverpool  
P. O. Box, 24. Telephone No. 12.

## DEATH.

On October 1st, at the Taihoku Government Hospital, of pleurisy, HENRY CHARLES ROSS, of Takow, Formosa, born at Townsville, Queensland, Australia, in 1859. China and Japan papers please copy.

HONGKONG OFFICE: 10A, DES VIGUE ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 12TH, 1911.

The probable duration of Great Britain's coal resources is a topic which has on several occasions been exhaustively discussed during the last half century. Royal Commissions have considered this and other questions relating to the country's coalfields, but it is simply impossible to say how many years, or hundreds of years, our coal supplies will last, for the simple reason that they cannot as yet be measured; and, moreover, it is impossible to estimate the future rate of consumption. Sir WILLIAM RAMSAY, however, in his presidential address at the recent meeting of the British Association, sounded a very alarmist note on the subject. "Our coal fields," he said "are being exhausted, and with the approach of that exhaustion, and the consequent rise in the cost of fuel, we might look forward to the near approach of famine and misery." Sir WILLIAM went on to say that a committee of the Science Guild had for some time been investigating Britain's available sources of energy, but so far its investigations pointed to the conclusion that there is no practicable substitute for coal as a source of energy, and it was to the more economical use of coal that we must look in order that our life as a nation might be prolonged. After offering various suggestions on this point, the President urged that Great Britain should do what other nations were doing—take stock

annually of its stores of natural energy, and adopt legislative and other measures for the prevention of waste. The economic conversion of energy, he said, ought especially to be aimed at. An invention which would enable us to convert the energy of coal directly into electrical energy would revolutionize our ideas and methods; yet it was not unthinkable. Only to think of the triumphs achieved by science during the past half a century makes one very chary of characterising such a suggestion as wild and impracticable, and seeing how greatly the United Kingdom is dependant upon a cheap supply of coal for the continued prosperity of its trade and the contentment and happiness of its people, it is of great value to have scientists of the standing of Sir WILLIAM RAMSAY constantly trying to awaken the nation to a due sense of its responsibility in the matter. Not only is the domestic consumption of coal constantly on the increase, but the export of coal from Great Britain is also on the increase. It is natural, therefore, to conclude, if the present rate of consumption continues, that we shall have to look forward to a time when the rate of increase of output will be slower, to be followed by a period of stationary output and then a gradual decline. But does it necessarily follow that "we might then look forward to the near approach of famine and misery"? When prices begin to rise owing to scarcity, may we not expect to see the enormous coal deposits in other parts of the world opened up? May not the United Kingdom then import a large part of her coal, just as cheaply as she could mine it, in the same way that, for many years past, she has been importing wheat instead of growing it? When learned scientists have warned the country in years past that the exhaustion of the coalfields would mean famine and misery, the cynic has recalled the fact that people a century ago used to gravely warn the country that there would soon be no oak left for shipbuilding. Ships of iron construction were then undreamt of and would have been deemed an utter impossibility. Who then, in these days of scientific progress will refuse to believe that coal as a fuel will be as largely used fifty years hence for propulsion purposes as it is to-day? Within the last two years quite large ships have been fitted with oil engines, and those who have travelled over the Siberian railway will have seen locomotives driven by petroleum. How far these developments will go it is impossible to foresee, but whether the demand for coal grows less or not, it does not need stating that as soon as there are any signs of the coalfields of Great Britain becoming exhausted, up will go the price, thus checking the export and encouraging exploitation of the great coal seams which are probably to be found in the British Colonies as well as in most other countries of the world. Humanity, for many generations to come, we think, will have no need to worry about the famine and misery which the learned President of the British Association has predicted.

Mr. Dyer Ball has just published a new book entitled "The Chinese at Home; or the Men of Tong."

The postponed inspection of the Fire Brigade will take place at 4 p.m. to-morrow in front of the City Hall.

A cyclone or typhoon W. of Guam was notified from the Manila Observatory yesterday afternoon. Its direction is unknown.

The new Governor of British North Borneo, Mr. Francis B. Ellis, C.M.G., will leave London for his post at Sandakan in November.

The British cruisers *Monmouth*, *Newcastle*, and *Delos* are now at Yokohama, where they are making a stay of about fifteen days.

Japan papers report that Mr. B. C. Howard was taken seriously ill recently, but the latest news is that his condition showed improvement.

At the Magistracy yesterday Mr. Wood sentenced two coolies each to two months' imprisonment and four hours' stocks for stealing a case of socks "the property of the Sincere Co."

Dr. J. Bell, Superintendent of the Government Civil Hospital, and Mrs. Bell are due back to-morrow by the *Atsuta Maru*. Mr. G. A. Woodcock is a passenger by the same steamer.

Three men were charged before Mr. Hazeland at the Magistracy yesterday with breaking into a store at Lee Yuen Street East and stealing three cases of hams. The hearing of the case was adjourned until the 15th instant.

The case in which four Chinese stand charged with demanding with menaces \$39,000 from an actor at the Cheung Hing Theatre was mentioned before Mr. Wood at the Magistracy yesterday and again remanded.

A Chinese hawk was charged before Mr. Hazeland at the Magistracy yesterday with selling medicines without a licence, and with offering an Indian policeman a bribe of eight cents. On the first charge he was fined \$4, and on the second he was dismissed, his Worship remarking that he did not believe the policeman's story.

A friendly soccer match was played between the 83rd and 87th Coy. R.G.A. on the military ground, Happy Valley, on Wednesday, a fast game resulting in a win for the 83rd Company by two goals to nil.

The marriage took place on September 28, at the British Consulate, Bangkok, of Mr. Thomas Harold Lyle, H.B.M.'s Consul at Chienmai, and Miss Rose Hilda Sawyer, who arrived in Bangkok a couple of weeks previously.

At the Marine Magistrate's Court yesterday Commander Beckwith, R.N., fined a boatman and a boatwoman \$11 apiece on charges of mooring their boats within 100 yards of low water mark, failing to exhibit a white light between sunset and sunrise, and failing to stop when called upon by a police officer.

For bringing into Singapore 260 passengers in excess of the number allowed in the ship's licence, Captain J. Mason, the master, and Lim Peng Soon, the owner of the *Hong Moh*, were recently fined \$250 each and costs. For the defence it was pointed out that when the passengers were counted at Swatow the number was far below that which was permitted by the licence, but owing to famine and floods in China many natives boarded the vessel and hid themselves.

On Tuesday afternoon Sergeant Willis with a party of police boarded the *s.s. Kuen-ri* to search for opium. In the fireman's locker in the port hold of the ship he found 565 tins of prepared opium concealed, and arrested the fireman's cook, who claimed the drug. The man was charged before Mr. Wood at the Magistracy yesterday, and fined \$500, the alternative being six months' imprisonment. The fine was paid. Another haul of 95 tins was found on board, but was not claimed. Both lots were forfeited to the Crown pending an application from the Opium Farmer.

A complete new series of postage stamps for the Kingdom of Siam is being prepared in Europe from designs by M. Tamagno, an Italian architect in the Siamese Public Works Department, who is also responsible for the current series. It is expected that the new stamps, which bear portraits of the present King, will be issued on the occasion of the King's coronation in November, or on his birthday next January. The low values will show a medallion portrait of the King surrounded by a crown, with the word Siam in either of the two upper corners, and the value in figures on either side of the medallion. The higher denominations will have a three-quarter length portrait of the King in military uniform.

Confirmation of the sale of its concession to the Chinese Government was received by the Syndicate of the Siam in the following cablegram from its office in Peking:—"Negotiations successful. Agreement with Government signed. Have cancelled concession. Sold all companies Yunnan properties in exchange for the 1,500,000. Payment guaranteed Government Central China by half-yearly instalments of 250,000." In intimating this to the shareholders, the directors add that "the rate of exchange is not mentioned, but probably the amount stated represents about £175,000. From this amount will have to be deducted the indemnity, 30, to the Société d'Exploitation de Lia-Ngan, and other charges under agreements, before arriving at the net amount realised by this sale." So soon as possible after the arrival of the documents in London, the board will acquaint the shareholders with the net result of the transaction.

On 11th ult. there was launched on the Tyne a steel screw cargo steamer, which has been built to the order of Messrs. M. Samuel & Co. on behalf of the Osaka Shosen Kaisha, Osaka, Japan. The principal dimensions of the vessel are:—Length, 315 ft.; breadth 44 ft.; and depth moulded, 27 ft. 3 in. She is capable of carrying a dead-weight of 5,000 tons on a moderate draught of water. The vessel has two complete steel decks and a poop, bridge, and forecastle. The steamer has been built on the Isherwood system of framing to Lloyd's highest class under special survey. On leaving the ways the vessel was named *Cho-Son Maru* by Mrs. Sobag-Montefiore. After the launch the steamer was taken to the works of the North-Eastern Marine Engineering Company at Wallsend, where she will be fitted with triple expansion machinery with cylinders 22, 37, and 51 in. by 42 in. stroke, with steam supplied by two multitubular boilers 13 ft. 6 in. in diameter by 11 ft. 6 in. long, working at a pressure of 180 lb., and capable of propelling the vessel when laden at a speed of 10 knots.

"C." writes as follows to *The Times*:—"In your issue of Friday you refer to the late Rev. W. H. Murray as 'the inventor of the numeral system for teaching the Chinese blind.' Allow me to point out that in the biography by Miss C. F. Gordon Cumming, to which you allude, it is expressly stated (p. 21) that the system in question was made known to Mr. Murray in a vision which he recognised as a distinct revelation. In the broadest sense, in the street under a blazing sun, he seemed to see outspread a great scroll, &c., &c. Nevertheless, a committee of the second General Conference of Missionaries reported adversely on Mr. Murray's system; and in 1897 a pamphlet by the Rev. W. Campbell, F.R.G.S., of the Edinburgh Presbyterian Mission, Formosa, disposed of all of his claims put forward by Miss Cumming either to priority or general usefulness. Readers who study Miss Cumming's biography of Mr. Murray should supplement their researches by a perusal of Mr. (now Dr.) Campbell's work, published by Sampson Low, Marston & Co. in the year above mentioned."

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GREAT REVOLUTIONARY  
PLOT DISCOVERED.REVOLT PLANNED IN YANGTSE  
PROVINCES.

PEKING, October 11th.

Viceroy Jui Cheng of Wuchang reports that he has been aware for several weeks of the existence of an extensive revolutionary organisation.

On the 9th inst. he learnt that the outbreak was fixed for midnight, and he consequently had the ringleaders arrested, and documents and explosives were seized.

The documents revealed an intention to make Hupeh the base of the revolutionary operations, and then proceed throughout the Yangtse provinces. Hunan was to be a special centre of activity.

Viceroy Jui Cheng urges the immediate despatch of the First Division of the Army, stationed at Tientsin.

The American Legation has instructed the Admiral on the Asiatic station to make all necessary dispositions for protecting life and property.

A Special Cabinet Council was held this afternoon to consider the situation.

MUTINY AMONG TROOPS AT  
WUCHANG.

SHANGHAI, October 11th.

There has been a mutiny among the modern troops at Wuchang (opposite Hankow) since yesterday owing, apparently, to the decapitation of three comrades, although it is said that the Revolutionaries are also participating.

The Viceroy has taken refuge on a Chinese gunboat.

All the yamens are reported to be burnt, and the Taotai has requested the Foreign Consuls not to allow soldiers from Wuchang to proceed towards Hankow.

## LEADERS DECAPITATED.

SHANGHAI, October 11th.

The Viceroy ordered the decapitation of three leaders named Pang, Chak and Pun. The treasurer of the revolutionaries was also arrested near the Russian Concession.

LATER.  
The Viceroy's Yamen has been destroyed.

## WUCHANG CAPTURED.

LONDON, October 11th.

Reuter's correspondent at Hankow wires that a revolutionary outbreak has occurred at Wuchang.

Four fires broke out simultaneously in military camps outside the city, and fighting is taking place between the loyal and disloyal troops.

According to Reuter's correspondent at Peking, the Revolutionaries have captured Wuchang, the Viceroy has fled, and the Commander of the Troops was killed by a bomb.

Five foreign gunboats are protecting Hankow.

## RUBBER COMPANY DIVIDENDS.

London telegrams to the *Times* of Ceylon announce the following rubber company dividends:—Bukit Rajah pays an interim dividend of 25 per cent, and Bungei Salak one of five per cent. Bidor pays an interim dividend of five per cent. Bukit Litang pays a final dividend of 25 per cent, making 35 per cent for the year. Inch Kenneth pays a final dividend of 30 per cent, making 55 per cent, places to reserve 28,000, and carries forward 25,503. The estimated crop is 238,000 lbs. A new issue is being made of £25,000 sterling in five per cent. terminable mortgage debentures redeemable on December 31, 1918. Selaba Estate pays an interim dividend of 10 per cent. Federated Selangor pays a first interim dividend of 30 per cent. Tremalaya pays a final dividend of 15 per cent, making 25 per cent for the year; now shares 12½ per cent, payable on October 18.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE ITALO-TURKISH WAR.

CLOSURE OF ITALIAN ESTABLISH-  
MENTS IN CONSTANTINOPLE.

LONDON, October 11th.

Reuter's correspondent at Constantinople wires that the Cabinet has decided upon the closure of Italian industrial, financial and scholastic establishments in Turkey, and upon the seizure of Italian steamers.

TURKEY'S NEW FOREIGN  
MINISTER.

Assim Bey, the Minister to Sofia, has accepted the portfolio of Minister of Foreign Affairs in the new Turkish Cabinet.

THE ITALIAN EXPEDITION TO  
TRIPOLI.

It is officially stated that the first contingent of the Tripoli expedition left Naples on the night of the 5th instant and landed yesterday at Tobruk.

According, however, to information which has leaked out despite the censorship, the main expedition began to sail for various ports on the night of the 9th instant.

The last ships left last night, and the fleet, which was to meet east of Malta, is expected to arrive at Tripoli to-day.

REFUGEES RETURNING TO  
TRIPOLI.

The Maltese refugees are returning to Tripoli to-day.

The Italian Government has sent a transport with provisions to feed the inhabitants of Tripoli who are starving.

EXTRAORDINARY PRECAUTIONS  
OF ITALIAN EXPEDITION.

Reuter's correspondent at Milan wires that the Italian expedition to Tripoli was conducted with extraordinary precautions as though fearing a naval attack.

A fleet of battleships, cruisers and destroyers acted as escorts to sixty transports which steamed at night time with their lights out.

The whole convoy had a front of five miles.

Attaches representing all the Powers, including Japan and China, accompany the General Staff.

## EFFECT OF THE WAR ON TRADE.

Reuter's correspondent at St. Petersburg wires that in consequence of the war half a million tons of goods have accumulated at Taganrog and other harbours, of which seven thousand tons of wheat is consigned to Italy.

## TURKS REPULSED.

A message from Tripoli states that the Turks attacked the Italian field works at one o'clock on Tuesday morning.

The Turks, who were detected by the searchlights of the Italian warships, fought vigorously, but were repulsed by the heavy fire of the marines who were in trenches, and whom the warships aided.

## THE KING AND QUEEN.

LONDON, October 11th.

Their Majesties the King and Queen have returned to London from Balmoral.

## AN "INDUSTRIAL COUNCIL."

LONDON, October 11th.

It is officially announced that the Government has established an Industrial Council, representative of employers and workmen, to supplement the Board of Trade in settling trade disputes.

The Council will have no compulsory powers. Sir George Asquith will be Chairman, with the title of Chief Industrial Commissioner.

## CANADA'S NEW CABINET.

LONDON, October 11th.

A message from Ottawa states that Mr. Borden has formed a Cabinet, which includes as Minister for Works Mr. Monk, a Nationalist who opposed the Canadian Navy scheme and Canadian participation in British and Foreign affairs; Minister for Customs, Mr. Reid; Minister of Finance, Mr. White; Minister of Marine, Mr. Hazen; Minister of Militia, Colonel Hughes; Postmaster-General, Mr. Pelletier; Minister of Commerce, Mr. Foster; and Secretary of State, Mr. Murphy.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE HOME RULE CAMPAIGN.

LONDON, October 11th.

The Home Rule campaign is in full swing, and demonstrations against it in Dublin and Glasgow yesterday evening were addressed respectively by Sir Edward Carson and Mr. P. E. Smith K.C., while a demonstration in favour of it at Whitechapel was addressed by Mr. John Redmond.

Sir Edward Carson said that Home Rule in 1886 was a policy of despair, while to-day it was a policy of madness. Ulster would not accept it under any conditions, and there would be a rude awakening for those who were ridiculing her action.

Mr. Redmond, speaking at Whitechapel, said the Unionists were hopelessly divided but were concentrating on a campaign of calumny and hostility against Ireland. He and his colleagues would travel the length and breadth of Great Britain to answer defamers in what was now a fight of the democracies of Great Britain, Ireland and the Dominions against the forces of reaction and privilege.

MR. REDMOND AND THE IRISH  
PARLIAMENT.

LONDON, October 11th.

Mr. John Redmond, speaking at Swindon, declared that nobody asked for a repeal of the Union, but merely for a subordinate Parliament similar to the twenty-eight which are already existing in the Empire, and which everywhere have created loyalty, contentment and prosperity.

## THE FUNDS OF THE IRISH PARTY.

LONDON, October 10th.

Reuter's Melbourne correspondent reports that the Irish Nationalist envoys addressed a meeting of 3,000 persons in the Town Hall and collected £1,000 towards the funds of the organisation.

## FRANCE AND GERMANY.

THE MOROCCO NEGOTIATIONS.

LONDON, October 11th.

Reuter's correspondent at Berlin says it is officially stated that the first part of the negotiations concerning the status of Morocco has been concluded, and that the agreement is ready for initialling, but that formal signature has been deferred until the second part of the agreement, dealing with compensation in the Congo, has been concluded.

ATTEMPTED TRAIN-WRECKING IN  
INDIA.

LONDON, October 11th.

A message from Calcutta states that on Sunday night a d-liberated attempt was made near Saidpur to wreck the Darjeeling mail train, which was crowded with Europeans, including high police officials, who were returning to Calcutta after the holidays.

Eighteen feet of rail had been removed, but fortunately a goods train preceded the mail train. This train was derailed and completely smashed, and the engine staff were seriously injured.

The police theory is that this attempted sabotage is the work of anarchists, who have already made thirty attempts at derailing trains on the Eastern Bengal Railway.

## EARL GREY.

LONDON, October 11th.

Thousands of people assembled at the railway station at Ottawa and cheered Earl Grey on his departure for England.

## THE TURK.

LONDON, October 11th.

The betting on the Casarowitch is:—9 to 2 against Mirador; 8 to 1 against Paparero; 100 to 12 against Martingale; 10 to 1 against Willonyx; and 100 to 8 against Dalmatian.

The probable starters in the race are:—Willonyx (Higgs), Dalmatian (Martin), Yellow Slave (F. Templeman), Mirador (F. Wootton), Charlemont (Clark), Columbus (Richaby), Clarenceux (Donoghue), Martingale (Winter), Bathsea (Fox), Paparero (Ringstead), Ignition (Plant), Vastara (Calder), Bryony (Robinson), Himan (Bowley), Victory (Lunghurst), Marco Fraser (Pullin), Clannish (Cooper), Wolfioi (Stokes), and Trepida (Cooper).



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12. Telegraphic Address: Presses Codes: A.B.C. 5th Ed. Lieber's.

## NEW ADVERTISEMENTS



## SANITARY BOARD WARNING.

THE SANITARY BOARD desire to call the attention of the community to the fact that TYPHOID Fever is somewhat more prevalent in Hongkong than is usual at this time of year.

This disease is conveyed by polluted food and drink, and the public are warned therefore to be specially careful to avoid unfiltered drinking water, unboiled milk, raw fish, raw vegetables and food which may have been polluted by flies.

By Order.  
W. BOWEN-BOWLANDS,  
Secretary.  
Hongkong, 10th October, 1911. [1264]

ROYAL GEORGE HOTEL,  
HAIPHONG ROAD, KOWLOON, HONGKONG.

THE above place is being thoroughly renovated and refurnished, and will be opened on the 1st November, 1911, as a Family and Residential Hotel, under an entirely new and experienced European Management.

Board and Lodging for single individuals per month \$65 to 95.  
Do. Do. per day. \$3 to 4.

Board and Lodging for married couple Do. Do. per month \$100 to 145.  
Do. Do. per day \$4.50 to 6.

Rooms can be booked now, by applying at the above Hotel, or at H. RUTTONJEE & SONS Hongkong Store, No. 33-41, Queen's Rd. Central, Hongkong, 12th October, 1911. [1265]

## FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DEVANHA,"  
Captain W. R. Hickey, will leave for Shanghai TO-DAY, the 12th inst., at 8 A.M.

For Freight or Passage, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 11th October, 1911. [1]

## WANTED.

IMMEDIATELY, A SHIP'S DOCTOR.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 13th October, 1911. [1261]

## WANTED.

FURNISHED ROOM with Board in Kowloon, for 1st November. State terms.  
123.  
Care of "Daily Press" Office.  
Hongkong, 3rd October, 1911. [1232]

IN THE MATTER OF THE COMPANIES CONSOLIDATION ACT 1908 (ENGLAND).

IN THE MATTER OF THE NATIONAL BANK OF CHINA LTD., (IN LIQUIDATION).

NOTICE TO CREDITORS,  
NOTE HOLDERS, &c.

NOTICE IS HEREBY GIVEN that the Creditors of the above-named Company, which is being voluntarily wound-up, are required, on or before SATURDAY, 30th December, 1911, being the day for that purpose fixed by the Underigned, to send their names and addresses, and the particulars of their Debts or Claims, and the names and addresses of their Solicitors, if any, to the Underigned, the Liquidator of the said Company, either at St. Geo. George's Building, Chater Road, Hongkong, or at his Chambers, Ingram Court, Fenchurch Street, London, E.C. (where either such Claims will be paid or if not admitted notice in writing from the said Liquidator will be given that they by their Solicitors must come in and prove their said Debts and Claims at such time and place as shall be specified in such notice) or in default thereof they will be excluded from the benefit of any distribution made before such Debts are proved.

A. R. LOWE,  
Liquidator.  
Hongkong, 10th August, 1911. [1025]

BROWN, JONES & Co.,  
41, Morrison Hill Road.

METAL and PORCELAIN WREATHS, CROSSES, ANCHORS, HEARTS and GLASS CASES from \$5.00 up.  
MEMORIALS, new designs in stock.  
Telephone 123.  
Hongkong, 1st June, 1911. [776]

## ON SALE

AT THE

HONGKONG DAILY PRESS  
OFFICE.

NEW AND UP-TO-DATE  
PLANS OF THE SI-KIANG  
OR  
WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

[1197]

## PUBLIC COMPANY

SOCIETE DES PULPES ET  
PAPETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a Third and Final Call of Dollars Five (5) HAIPHONG CURRENCY=Dollars Five and Cents Five (5.05) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 14th October, 1911.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, THE BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 14th, and SATURDAY, the 21st October, 1911.

The Provisional Certificate may be sent in to Messrs. LOWE, BINGHAM & MARTIN, 21, St. George's Buildings, for endorsement after payment has been made on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 21st October, 1911.

By Order of the Board of Directors,  
T. F. HOUGH,  
Chairman.  
Hongkong General Purposes Committee.  
Hongkong, 25th September, 1911. [1184]

## FOR SALE

THE well-known Yacht "CASTLE PEAK." Cabins and Saloon Handsomely Furnished—every convenience. Two suits of sails (new) 2 anchors, chains and all accessories. In perfect condition. For further particulars apply to—  
MR. OTTO KONG SING,  
Solicitor,  
12, Queen's Road Central.  
Hongkong, 5th October, 1911. [1246]

## FOR SALE.

At a Moderate Price, 40 ACRES OF LAND in the Colony, suitable for Chicken Farming or Raising Pigs or Cattle.

Apply to—  
Care of "Daily Press" Office.  
Hongkong, 12th August, 1911. [1022]

## FOR SALE.

DERINGTON, 7-Roomed House, Peel Road, beautiful situation.

For Terms, apply to—  
C. SCHROTER,  
Care of Messrs. GARRIES, BORNES & Co.,  
King's Buildings, IIIrd.  
Hongkong, 10th July, 1911. [923]

## AUSTRALIAN BUTTER.

There is  
Nothing better than the best.  
We keep it.  
Do you want it?

FOUR BRANDS!  
FOUR PRICES!  
Fresh, Sweet, Firm and cold as ice.

THE  
DAIRY FARM CO., LTD.  
[36]

## STOCKTAKING SALE.

(FOR 15 DAYS ONLY.)  
SILK FANCY GOODS  
of all kinds

At Extremely Low Prices.  
BARGAINS! BARGAINS! BARGAINS!

D. CHELLARAM,  
56, Queen's Road.  
Hongkong, 2nd October, 1911. [1217]

## GRACA &amp; CO.

PEPPER ST. (Hongkong Hotel Building),  
Dealers in  
POSTAGE STAMPS, VIEW POST  
CARDS, FLOWER SEEDS,  
CIGARS, BOOKS, &c.

Just Received a Fine Selection of  
FLOWER and VEGETABLE SEEDS.  
Also for Sale  
A few rare Macao provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent  
surcharged Cut Stamps.  
Inspection Invited. [1221]

NEW CARTRIDGES.

By popular English Manufacturers. In all  
Bores and Sizes.

SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to .333G. at \$6.37  
and \$7.50 per 100. SPORTING REQUISITES  
and AIR GUNS in Variety.

Inspection Invited.  
WM. SCHMIDT & Co.  
Hongkong, 25th October, 1906 [608]

## A LING &amp; CO..

19, QUEEN'S ROAD CENTRAL.  
FURNITURE AND PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken  
Hongkong, 31st July, 1907. [609]

## INTIMATION

LANE, CRAWFORD  
& CO.,  
(TELEPHONE 97.)

## FURNISHING DEPT.

NEW STOCK OF

INLAID LINOLEUMS

2 Yards Wide.

NEW DESIGNS. COLOURS GO THROUGH TO BACK

PRINTED LINOLEUMS

2 and 4 Yards Wide.

PLAIN BROWN LINOLEUMS

2 Yards Wide.

HALL and STAIR CLOTHS

1 and 1 Yard Wide.

MUSIC DEPARTMENT.

PIANOS

SPECIALLY CONSTRUCTED FOR THE CLIMATE

BY

BROADWOOD, COLLARD.

CHALLEN, DORNER, SQUIRE,

ALLISON, etc.

For CASH, HIRE or INSTALMENTS

LANE, CRAWFORD & CO.

[1088]

## BANKS

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS—

STERLING ... \$1,500,000

SILVER ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

G. H. MEDHURST, Esq., Chairman.

E. SHELLIM, Esq., Deputy Chairman.

F. H. ARMSTRONG, Esq., F. Lieb, Esq.,

Andrew Forbes, Esq., W. L. Pattenden, Esq.,

G. Friesland, Esq., Hon. Mr. C. H. Ross,

C. E. Gribble, Esq., H. A. Siebs, Esq.,

G. R. Laurence, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABB.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER

BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per

cent per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

N. J. STABB,  
Chief Manager.  
Hongkong, 5th October, 1911. [19]

THE MERCANTILE BANK OF

INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000

SUBSCRIBED ... 1,125,000

PAID UP ... 562,000

RESERVE FUND ... 325,000

HEAD OFFICE:

40, Threadneedle Street,

LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Kanton,

Madras, Manilla, Peking, Rangoon,

Singapore, Shanghai, Yokohama.

AGENTS IN JAPAN:

Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange

business transacted. Stocks, and Shares

bought and sold on account of Constituents.

Letters of Credit granted on Agents and

Correspondents all over the world.

INTEREST allowed on Current Accounts at

2 per cent. per annum on Daily Balance and on

Fixed Deposits as under:

For 3 months 2½ per cent. per annum.

For 6 months 3½ per cent. per annum.

For 12 months 4 per cent. per annum.

F. C. MACDONALD,  
Acting Manager.  
Hongkong, 14th July, 1911. [938]

## BANKS

THE  
YOKOHAMA SPECIE BANK  
LIMITED.

AUTHORIZED CAPITAL ... Yen 48,000,000  
PAID-UP CAPITAL ... Yen 30,000,000  
RESERVE FUND ... Yen 17,150,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Amoy, Hongkong, Kobe, London, Lyons, Shanghai,

Singapore, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to

be obtained on application.

TAKEO TAKAMICHI,  
Manager.  
Hongkong, 25th September, 1911. [441]

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 185

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... \$1,200,000

RESERVE FUND ... \$1,825,000

RESERVE LIABILITY IN THE OF PROPR-

TIORS ... \$1,200,000

INTEREST allowed on Current Accounts

at the rate of 2 per cent. per annum on the Daily

balances.

On Fixed Deposits for 12 months 4 per cent

for 6 " 3½ "

for 3 " 3 "

WM. DICKSON,  
Manager.  
Hongkong, 2nd May, 1911. [148]

HONGKONG SAVINGS BANK.

THE Business of the above Bank

conducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rates may be obtained on application

INTEREST on deposits is allowed at 3½

per cent. per annum.

Depositors may transfer at their option

balances \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

N. J. STABB,  
Chief Manager.  
Hongkong, 24th January, 1911. [12]

NEDERLANDSCH-INDISCHE

HANDELSBANK.

(NEDERLANDS INDIA COMMERCE BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000)

Paid up Capital Fl. 12,400,000 (\$1,033,421)

Reserve Fund Fl. 3,252,157.01 (\$271,013)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DRAGON BANK,

SWISS BANK CORP.

BRANCHES AND AGENTS all over the

World.

THE BANK transacts every description of

Banking and Exchange business, receives money

in Current Account at the rate of 2 per cent. per

annum on Daily balances and accepts Fixed

Deposits at the following rates:

12 months 4½ per annum

6 do. 3½ do.

3 do. 3 do.

C. WOLDRINGH, Manager.  
No. 8, Des Voeux Road Central.  
Hongkong, 15th August, 1909. [24]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL

CHARTER).

Capital ... Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Canton, Hongkong, Kobe, Shanghai,

Singapore, Yokohama.

HONGKONG OFFICE:

3, DES VOEUX ROAD.

Interest allowed on Current Accounts

Deposits received on terms which may be had

on application.

K. TSUDZURABARA, Manager.  
Hongkong, 1st May, 1911. [659]

INTERNATIONAL BANKING

CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,0



## NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.  
NOTICE TO CONSIGNEES.  
FROM EUROPE AND STRAITS.

## THE Steamship

"FLINTSHIRE,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.  
Goods may be cleared by the 14th inst. at 6 A.M. will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on FRIDAY, 13th inst., at 10.00 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 7th October, 1911 [1252]

AMERICAN ASIATIC S.S. CO.  
NOTICE TO CONSIGNEES.

## THE Steamship

"INDRAMAYO,"  
Captain Thos. B. Evans, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 16th inst., at 10 A.M.  
All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.  
Hongkong, 9th October, 1911. [1259]

"MOGUL" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

The Steamship "GAZEE."  
FROM GLASGOW AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox., or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 2.30 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & Co., Ltd. Agents.  
Hongkong, 9th October, 1911. [1260]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S  
OLD VAT  
No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

## SCOTCH WHISKY.

SOLE AGENTS IN  
HONGKONG, CHINA & MANILA  
A. S. WATSON & Co., LTD.  
[1222]

FOR NERVOUS EXHAUSTION

LOSS of MEMORY and DEBILITY and

Read the NERVES

CHAPOTEAUT'S  
PROSPEROUS-CLYDEAU'S OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

## A NEW NIAGARA.

HOW TASMANIA IS HARNESSING ITS WATER POWER.

A great engineering feat is about to be begun in Tasmania, as a result of which the Colony will possess the largest waterfall in the world. The waters of the Great Lake, which is situated 3,000 feet above sea level, are to be tapped in such a way as to produce a fall of 1,050 feet as compared with the fall of 160 feet at Niagara.

This great waterfall will be harnessed so as to operate huge turbines, the capacity of which for producing electrical energy will be limited only by the amount of water released from the lake.

The cheap power thus provided will be used on a large scale to operate the iron mines in Northern Tasmania, and the lead, copper, tin, and silver deposits of the West, with the result that the Colony will soon become one of the leading manufacturing centres in the Commonwealth.

The new scheme was explained to a Press representative by Sir John McCall, the Agent-General for Tasmania. "We have a large number of lakes situated on a high elevation," he said, "and the largest, called the Great Lake, is about ninety miles in circumference. It is proposed to put a wall across the middle and to raise by several feet the surface of the lake."

"The water will then run down the Shannon river, which has its rise in the Great Lake, and from the Shannon river a channel will be cut to the Ouse river. The water will drop into the Ouse a distance of 1,050 feet. This will be an enormous fall, the largest in the world. A lagoon will also be constructed for regulating the supply of water."

20,000 H.P. TURBINES.  
"The first proposal is to put down an installation of turbines which will give 20,000 horsepower at that point. Nearly half this power will be utilized at North-west Bay, near Hobart, where it is proposed to erect a metallurgical works on a site of 2,000 acres. These works, by a special process, will deal with the refractory ores from the north coast of Tasmania, and it is also expected to treat the same class of ores from Broken Hill, in New South Wales, which have now to be sent to Germany."

"This idea of harnessing the water-power of Tasmania should make the State the manufacturing centre of the Commonwealth, as the power will be so much cheaper than coal power, and will not be dependent upon labour. It is proposed also to erect electrical furnaces for the treatment of iron ores in the same way as in Norway and Sweden."

"The fact that rich iron ores exist in Tasmania has been known for a considerable time, and the Commonwealth Parliament has been repeatedly approached to give assistance to the establishment of the iron industry in Australia, but hitherto no system of protection or bonuses that would secure its development has been agreed upon."

NEW TRANSCONTINENTAL LINES.  
"It is still hoped that a fair measure of protection will be accorded, because if this is not done, the capitalists have a fear that they will be ruined in the initial stages, possibly by some of the big corporations in America dumping in their goods. But that it is anticipated that we shall be able to get our selling power without loss, and to produce a superior iron at a much less cost than under the old methods, it is practically certain that the industry will be established."

"Every thing, of course, points to an increased demand for iron—the active railway policies of the different States in Australia, together with the fact that the Commonwealth has undertaken to construct certainly one Transcontinental line, and has also realized the necessity of a second one to serve the Northern Territory, which has just been taken over."

"In addition," added Sir John, "there is a keen desire on the part of the Australian people to construct their own men-of-war, and therefore it becomes a necessity for a country that wants to be secure in its own defence that it should be able to produce iron within its own boundaries."

## THE TRADE OF JAPAN IN 1910.

The report by the British Acting Commercial Attaché for Japan (Mr. R. Boulter) on the trade of that country in 1910 says—  
"The total import and export trade of Japan for 1910 amounted to £94,188,494. This shows an increase of £11,775,461, or 14.3 per cent, as compared with the total for 1909, but a decrease of £430,528, or 0.45 per cent, as compared with the total for 1907, so far the record year for Japanese trade. The following table gives the figures for the past seven years—"

Year.	Imports.	Exports.	Balance of Imports over Exports.
1904	37,302,576	32,591,216	£4,711,360
1905	42,871,589	32,023,222	10,848,367
1906	42,750,878	43,258,312	-507,434
1907	50,476,875	44,142,147	6,334,728
1908	44,534,616	38,612,580	5,922,036
1909	40,241,131	42,171,902	-1,930,771
1910	47,390,534	46,797,960	592,574

The substantial increases in both imports and exports for 1910 over the total for 1908-9 show that the past year has been one of recovery from the depression following upon the unfortunate period of over-trading witnessed in 1907, with its attendant disasters and consequent setback to the natural development of the country's trade. Viewed from this standpoint the recovery made in 1910 must be considered satisfactory as showing evidence of a healthier tone and promise of continued expansion provided the natural laws of supply and demand are respected.

## CHEAP CAPITAL.

During the year there has been an exceptional large supply of cheap capital in the country, produced by the Government policy of loan suspension and conversion. In order to find employment for the large amount of idle capital at their disposal the banks have reduced their rates of interest. The lowest discount rate in Tokyo fell from 1.25 per cent at the beginning of the year to 1.20 per cent, and in September to 1.05 per cent, at which rate it remained until the end of the year. Call money ranged from 0.5 to 1.4 per cent at various times. Banks now offer 4 per cent on fixed deposit for 12 months, and from April let the rate of interest on postal savings bank deposits was lowered from 5.04 to 4.2 per cent. Many of the banks have discontinued the payment of interest on current account where the amount of the deposit falls below a certain minimum. Advantage was taken of these favourable conditions to set on foot a large number of new enterprises, and to retire or extend many undertakings which, while commenced some years ago, had been suspended until the Money Market became more favourable. Several commercial and industrial enterprises also found a favourable occasion for the issue of debentures or the conversion of outstanding loans to a lower rate of interest.

## WM. POWELL, LTD.

"PHOENIX BRAND"  
Pure English Silk SOCKS  
IN ALL COLOURS.  
(REMARKABLE VALUE.)  
\$2.00 per pair 6 pairs for \$11.00  
GENTS. OUTFITTERS. 28, QUEEN'S ROAD. [1130]

## THE MANLINESS OF TEARS.

By swimming the Channel Burgess, says the *Evening Standard*, has drawn general attention to the enormous amount of determination and endurance required for the feat. If he had failed to land at Cape Girardeau after covering some sixty miles, the papers would have commented on the fine qualities he had shown and readers would have agreed without much enthusiasm. They would then have passed in to the next day and thought of Burgess no more. The few final strokes necessary for success make all the difference in public recognition of character. What amounts to practical victory may be won, but unless the man be crowned he will not be acclaimed.

Nobody now doubts that Burgess is not only a great swimmer but a man of indomitable nature. Everybody is wondering at his feat. Not a soul but is proud to claim him as a man—emphatically a man. There could not be a better opportunity to consider certain peculiarities of the masculine temperament which by challenge observers are considered essentially feminine.

It was about midnight that Burgess felt very bad. "The monotony of the thing," he says, "made me light-headed, and I began to blubber like a child." He had to rouse his companions in the boat and appeal to them to cheer him up. They did so by singing songs. That he had not quite lost his head is proved by his ability to seize the facts of the situation. "I meant a good deal, that capacity to appeal for sympathy and aid, a weaker man would have had neither the courage nor the sense to appeal. Strength is needed to confess weakness. A still more significant confession comes at the end of the story. 'I was glad, of course, when it was all over,' says Burgess. 'To tell the truth, I just went and had a cry.' Again, the supposed feminine recourse to tears! In this way, and only in this way, could overwrought nature find relief. In this way, and only in this way, could joy express itself."

Modern man is seldom placed in situations which make excessive demands on his power of suffering or rejoicing. Moving and having his being among artificial comforts and defences, he releases his hold on reality. Consequently he has grown into the habit of regarding tears as the prerogative of woman. He is unable to understand why the commanding figures of the Old Testament should have lifted up their voices and wept. These heroes are ascribed to him; therefore he does not presume to question that they were men. But when he finds similar tears in the heroes of Greek epic and Northern sag, he dares to suspect the phenomenon as a tribute to his own self-possession. Achilles and Sigurd may weep, but Jones and Robinson have learnt to restrain their emotions: how much finer fellows, then, must be Jones and Robinson! They have abolished tears. At any rate, they pretend they have abolished them. If tears come to their eyes, as come they will, Jones and Robinson are ashamed of themselves. They take good care that Smith and Brown shall not see the dreadful weakness which has befallen them.

The experience of Burgess, however, shows that it is times which have changed, not men. In the first case of which he tells, Burgess blubbered on account of the monotony. It is given to few of us to experience such monotony as befell the Channel swimmer. We have never felt the hours drag to this extent, for we have never tried to swim the Channel or subjected ourselves to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwatered spaces. The explorer of deserts knows this monotony, even as Burgess knows it. He also could if he would tell us a similar tale of tears. But we, who have never subjected ourselves to the monotony that becomes intolerable, have we never had a taste of it? If not, we should be thankful: the taste is bitter in the extreme. Here and there is one who has experienced it during a sea voyage; very likely a relatively short sea voyage. Such an one knows how his business hours drag to this extent, for he has never tried to swim the Channel or subjected himself to the weariness of vast unwater



## RUBBER SHARES.

## SINGAPORE QUOTATIONS.

Singapore, October 3, 1911.

[Messrs. L. YALL AND EVATT'S LIST.]

Nom. Value.	Buyers.	Sellers.
2s Allagar	363	361 1/2
2s Allagar Options	48	161 1/2
2s Anglo-Java	48	49
1 Anglo-Johore	653	76
2s Anglo-Malay	156 1/2	176
2s Anglo-Sumatra	576	68 1/2
1 Ayer Kuning	1849	218
1 Borneo	404	468
2s Borneo	182	111
2s Borneo	215 1/2	235 1/2
1 Borneo	713	78 1/2
1 Borneo	193	20 1/2
1 Bukit Kajang	416	44 1/2
1 Bukit Lintang	75	80 1/2
2s Bukit Mertajam	24	210 1/2
2s Bukit Mertajam	220 1/2	240 1/2
2s Bukit Rajah	18	46 1/2
2s Bukit Rajah	65 1/2	99 1/2
2s Bukit Rajah	110 1/2	120 1/2
2s Chersonese	35	39 1/2
2s Chersonese	18 1/2	19 1/2
2s Chimpul	142	14 1/2
2s Cioely, Ord	316	35 1/2
2s Cioely, Ord	316	35 1/2
2s Consolidated Malay	163	175 1/2
2s Damansara	105 1/2	115 1/2
1 Denistown	22 1/2	25 1/2
2s Edinburgh	8 1/2	9 1/2
2s Federated Selangor	130 1/2	210 1/2
2s Galing Besar	310 1/2	46 1/2
2s Galing Besar	826	89 1/2
2s Golden Hope	806	90 1/2
1 Harrop	7 1/2	7 1/2
1 Harrop	172 1/2	19 1/2
2s Harwood	43	47 1/2
2s Highlands & Lowlands	789	836 1/2
1 Inch Kenneth	150 1/2	157 1/2
2s Jasin	18 1/2	18 1/2
2s Johore R. Lands	108 1/2	108 1/2
1 Jari	12 1/2	14 1/2
2s Kampong Kuantang	9 1/2	11 1/2
2s Kampong 1st pd.	240	36 1/2
2s Kampong 1st pd.	58	510 1/2
2s Kaper Para	1363	1476
1 Kapihalla	93	106 1/2
2s Kapihalla	115 1/2	125 1/2
2s Kota Tinggi	28	23
2s Kuala Lumpur	1176	128 1/2
2s Labu (F.M.S.)	9 1/2	10 1/2
2s Landan	673	736 1/2
1 Lellany 1st pd.	226	285 1/2
1 Lellany 1st pd.	376	395 1/2
2s Linggi Ord	10 1/2	11 1/2
2s London Asiatic	108	118 1/2
2s Lumut 1st pd.	108	118 1/2
1 Malacca 7 1/2 Prof.	135 1/2	150 1/2
1 Ord	140 1/2	155 1/2
2s Merlimau	36	310 1/2
2s Mount Austin	276	313 1/2
1 N. Hammock 1st pd.	215	235 1/2
2s Padang Jawa	40	44 1/2
2s Patah	36	44 1/2
2s Perak	63	73 1/2
2s Permas	186	21 1/2
2s Port Dickson 1st pd.	21	24 1/2
1 R. Est of Johore 1st pd.	363	40 1/2
2s R. Est of Johore	28	38 1/2
2s R. Est of Johore	74 1/2	86 1/2
1 Sagga	1926	215 1/2
1 Sapong	215	23 1/2
1 Seaford	389	97 1/2
2s Selangor	396	433 1/2
2s Selangor	213	24 1/2
2s Sengat	31	48 1/2
2s Seremban	65	71 1/2
1 Sheldord	55 1/2	61 1/2
1 Sialang	389	42 1/2
2s Singapore Para	36	48 1/2
2s Straits B. Bertam	514	58 1/2
2s Straits Rubber	876	96 1/2
2s Sumatra Para	86	94 1/2
2s Sungai Choh	65	73 1/2
2s Sungai Kapor	109	116 1/2
2s Sungai Krian Prof.	626	27 1/2
2s Sungai Salak	636	75 1/2
1 Sungai Way	108	110 1/2
1 Tanjong Malin 1st pd.	18	18 1/2
1 Tanjong Prof	163	205 1/2
1 Telukau	563	619 1/2
2s Tremelby	926	99 1/2
1 United Selangor	926	106 1/2
1 United Sun Beting	21	23 1/2
2s United Sumatra	66	73 1/2
2s United Temisang 1st pd.	94	115 1/2
2s Val d'Or	110	23 1/2
2s Yambross	269	295 1/2
2s Yam Seng	74 1/2	86 1/2
2s Yau Gajah	81	140 1/2
10 Ayer Hitam	3400	3600
1 Ayer Kuning	055	065
1 Ayer Mohk	135	140
1 Ayer Panas	470	480
1 Balgownie	750	800
1 Bukit Timah	870	1000
1 Bukit K. B.	057 1/2	072 1/2
10 Changkat Serrans	490	505
10 Cheras, 88 pd.	250	300 1/2
10 Duff	375	400
10 Glenale	150	160
5 Hayter	600	725
10 Henrietta, 88 pd.	100	110 1/2
10 Inchgrill	54 1/2	60 1/2
10 Kelenak, 84 pd.	030	035
10 Kumpas	185	205
10 Lunas	115	125
10 Malaka Pinda	055	062 1/2
10 Malakoff	175	185
10 Mantin, 42 1/2 pd.	050	055
10 Mer ul	093	125
10 New Serendab	195	200
10 New Singapore	490	500
10 Nyas	375	037 1/2
10 Paim	950	975
10 Pantai	100	105
10 Pegoh	2800	2950
10 Pulau Dulang, 82 1/2 pd.	150	125 1/2
10 Ponggor	040	055
10 Radella	900	1000
10 Sandycroft	1650	1700 1/2
10 Singapore & Johore	950	1000
10 Sungai Egan	070	075
10 St. Helena	050	055
10 Teluk Anson	390	405
10 Teluk Anson	065	075
10 Ulu Pandan	050	052 1/2
10 United Malacca	050	055
10 United Singapore	105	110
Rs. 50 Johore	\$117.50	127 1/2



## NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD &amp; Co., and from ALL WINE MERCHANTS.

## SIANGHAI SHARE QUOTATIONS

ON 30TH SEPTEMBER, 1911.

[J. P. BISSETT &amp; Co.'s List.]

COMPANY.	PAID UP.	QUOTATION.
Banks—		
Hongkong & Shanghai	\$125	\$225, sales & buy.
Insurance—		
Union Society C'tn	\$100	\$825, buyers
North China	25	176, 182 1/2
Yangtze Assn.	\$60	\$224
Canton	\$60	\$200, sellers
Hongkong Fire	\$60	\$202 1/2, sellers
China Fire	\$20	\$125 1/2, buyers
Shipping—		
Indo-China	25	Tls. 40, sellers
Shell Trans. Co.	25	Tls. 42, 43, 44
S'hai Tug & Tug	250	Tls. 17 1/2, sellers
Lighter & Tug	250	Tls. 45, buyers
Kochlin Transport	250	Tls. 30, sellers
Docks & Wharves—		
S'hai Dock & Eng.	\$100	Tls. 60, sales & b.
H. & W. Dock	\$100	Tls. 61
S. & H. Wharf	\$100	Tls. 83, sellers
H. K'loon W. & G.	\$100	Tls. 80
Yangtze	\$100	Tls. 130, buyers
Mining—		
Raub Australian	21	\$—
Chinese Eng. & Min.	21	Tls. 14 1/2, sellers
Lands—		
S'hai Investment	T50	Tls. 93
H'kong Investment	\$100	\$100
Humphreys' Estate	\$100	Tls. 72
Waiheiwai	T50	Tls. 40
China	T50	Tls. 43
Anglo-French	T100	Tls. 94, buyers
Plantations—		
Alma Estates, Ltd.	21	Tls. 7.10, sales
Ayer Tawah Rubber	21	Tls. 10, buyers
P'ation Co., Ltd.	21	Tls. 12
Chempedak	T10	Tls. 24, buyers
Kalumpang Rubber	21	Tls. 11, 90, s. & a.
K. Java P'ation, Ltd.	21	Tls. 41, buyers
Sensawang R'ter	T5	Tls. 26
Shanghai-Sumatra	T20	Tls. 97 1/2, buyers
Tobacco	21	Tls. 124, sellers
T. R. & T. Estate Co.	21	Tls. 124, sellers
Cottons, etc.—		
Ewo.	T50	Tls. 90, sales
Internationals	T75	Tls. 44, buyers
Lau Kung Mow	T100	Tls. 69, sales
Soy Chees	T50	Tls. 24, buyers
Shanghai Cotton	T50	Tls. 24, buyers
Industrial—		
At. Butler Cement	T50	Tls. 23, buyers
Anglo-Cor. Brewery	T100	Tls. 23, sales
China Flour Mill	T50	Tls. 21
China Im. & Ex.	T100	Tls. 23, sales
C. Sugar Refining	T100	Tls. 12, sales
Green's Cement	T10	Tls. 93, buyers
Maatschappij, & Co.	21	Tls. 81, sales
Major Brothers	T50	Tls. 22 1/2, buyers
Schaff's Oil & Bone	T50	Tls. —
Mills, Ltd.	T50	Tls. —
Shanghai Electric	210	Tls. 53, sellers
Construction	210	Tls. 53, sellers
Shanghai Electric	210	Tls. 53, sellers
Asbestos	210	Tls. 53, sellers
Shanghai Gas	210	Tls. 53, sellers
Shanghai Ice	210	Tls. 53, sellers
Shanghai Paper	210	Tls. 53, sellers
Shanghai Waterworks	210	Tls. 53, sellers
Stores—		
Hall & Holt	\$20	\$17 1/2, buyers
J. Lowell & Co.	\$20	\$55, sales
A. S. Watson & Co.	\$10	\$51, buyers
Central Ordinary	\$18	\$8
Central Foundry	\$18	\$400
S. Moutrie & Co.	\$20	\$20, sellers
Weeks & Co.	\$20	\$25, sellers
Lane, Crawford & Co.	\$100	\$110, buyers
Dunning & Co.	\$20	\$20, sales
Hotels—		
Astor House Hotel	\$25	\$30, sales & buy.
Hotel des Colonies	T12.60	Tls. —

## ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909:

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (FROM 1900), and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

## KNIGHTHOOD FOR WOMEN.

NEW ORDER FOR THE RECOGNITION OF STATE SERVICE.

[BY MRS. HERBERT BENNETT IN THE "DAILY EXPRESS."]

Lady Constance Lytton, in a recent interview in the *Express*, commented bitterly on the injustice done to women by denying them any approach to State recognition of their work, however great and efficient.

The thought must have occurred to all of us, but Lady Constance put it forcibly into words, and a reference to Mrs. Curie and to Sarah Bernhardt gave abundant point to her argument. The eminent woman scientist who made one of the most wonderful discoveries of this or any other age was refused admittance to the French Academy of Science, and the greatest living actress, though her male colleagues have been decorated time after time, has never been awarded the ribbon of the Legion of Honour.

But we need not cross the Channel for examples. Our own most representative actress, Ellen Terry, was passed over when Henry Irving received his knighthood, although they stood together on the same high level of artistic attainment.

In every art and profession, in every branch of public work, it is the same. Universities now confer their degrees on women, and learned societies their high awards—it is to England's honour that Mrs. Curie holds the gold medal of the Royal Society.

HONORARY FREEMEN.

For work well done and service rendered more than one woman has been found worthy to receive the freedom of the City. But, though the value of women's co-operation has been thus acknowledged by her co-workers and fellow-countrymen, the State itself gives her neither reward nor recognition. If you ask why this anomaly exists you are told that there never has been any system of honours for women, therefore why should there be? But why should there not?

It is easy to understand that in the past there was no pressing need for it. The sphere of woman's work was restricted; she moved in a narrow circle, fenced about with disabilities and conventions that only yielded to dominant personality or to genius too rare to form a precedent. But the present and the future are very different.

W. should not an Order be founded solely for the reward and encouragement of women eminent in art or science, literature, the drama, medicine, philanthropy, and educational and public work? It should be bestowed exactly as a knighthood is given to a man, held on the same tenure, and held with it a title by which its holder would be known through life as one who in her special capacity had done the State some service.

NEW ORDER.

The new order might be organised in various grades—as a man rises from the C.B. to the full honours of his Order—and, though instituted for the women of the Empire, might in exceptional cases be extended to the great women of other countries, and on rare occasions given for some special act of courage or devotion.

The old prefix of "Dame," by which the wife of a knight was once distinguished, has fallen completely into disuse and is never heard, and only seen on certain legal documents. The wife of a knight is invariably addressed as "Lady." Could not the title of "Dame" be revived for the woman on whom the companion rank to knighthood had been conferred?

Many names worthy of this honour come instantly to mind. Music would be fittingly represented by such singers of British birth as Albert McCauley and Ada Crossley; women composers by Mrs. Ethel Smyth and Fanny Davies; actresses by Mrs. Helen H. and Fanny Davies; and by Mrs. Helen H. and Fanny Davies; and by Mrs. Helen H. and Fanny Davies.

Art would be honoured in Lady Butler and Lucy Kemp-Welch, the drama by the belated recognition of Ellen Terry's claim to distinction, and of the finished art of Miss Bateman (Mrs. Crow). Here, again, the extension should come into force to include the names of two great artists—Sarah Bernhardt and Eleonora Duse.

LITERATURE AND MEDICINE.

Maria Corelli and Mrs. Humphrey Ward—the descendant of "Arnold of Rugby"—and Doris Sigerson would represent literature.

Unhappily the one woman writer who excelled alike in subtlety of thought and grace of style—John Oliver Hobbes—has passed to the beyond. So also have the two greatest women philanthropists of our time, Florence Nightingale and the Baroness Burdett-Coutts. As medicine the two outstanding names are those of Mrs. Schiebeler and Dr. Margaret Todd; and in what for want of a better term is known as public service, and in educational and philanthropic work, there are very many distinguished women. Prominent among them are the Hon. Mrs. Evelyn Cecil, Mrs. Fawcett, Octavia Hill, Sara A. Burdett, Susan Lawrence, and Agnes Weston.

Honours would be best bestowed on all these women in the face of many difficulties have gained her places in widely varied callings, and the effect upon the future of women's work would be incalculable. The "feminist movement" has now reached a point when women have begun to feel the need of something more to work for than the necessities of the moment, and are filled with a desire to win for themselves something beyond the bread that perishes.

Women are all patriots at heart, and with a pride to strive for as the recognition of their country, the whole army of women workers would touch a higher level of quality than they have yet attempted.

This fresh interest in common would draw us nearer to our kindred overseas: would be an other link of Empire, and would go far to still the present spirit of unrest. It would gradually affect the status of women throughout the world. The foundation of such an Order would be worthy of the nation that has so often been the pioneer of progress. Occasion calls for it, and what time can be more fitting than this year of the Coronation of a King whose every thought is for his people's welfare and of a Queen whose life long sympathy with women's work has never been asked in vain?

## ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFTS ON LONDON on the day of or preceding the departure of the English Mails: also Table of the Yearly Approximate Averages for 36 Years FROM 1874 TO 1909.

Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## INTIMATION

WEARING POINTS are the best SELLING

POINTS. On its wearing points alone the REMINGTON TYPEWRITER outsells every other writing machine.

SIEMSEN &amp; Co.,

SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA AND FORMOSA.



## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p. Comdr. A. Lowndes, Yangtze.

Astrea, 2nd class cruiser, 4,500 tons, 10 guns, 7,000 h.p. Comdr. E. B. Kiddle, en route to Hongkong.

Atlas, admiral's flag, 615 tons, 1,400 h.p. Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 h.p. Lieut. Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p. Lieut. Comdr. J. M. Barker, Yangtze.

Cadmus, British ship, 1,070 tons, 1,400 h.p. Lieut. Comdr. H. Lyons, Shanghai.

Cherub, water tank and tug, 330 tons, 1,400 h.p. Master W. Smith, Hongkong.

Clio, British ship, 1,070 tons, 1,400 h.p. Comdr. H. R. Yeale, en route to Shanghai.

Fama, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p. Lieut. Comdr. H. S. Monroe, en route.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p. Captain J. J. Nicholas, en route.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p. Lieut. Comdr. Hon. Guy Stopford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p. Lieut. Comdr. M. B. R. Blackwood, en route.

Kent, armoured cruiser, 9,800 tons, 14 guns, 12,000 h.p. Capt. S. St. J. Farquhar, Hongkong.

Kiasha, river gunboat, 615 tons, 1,400 h.p. Lieut. Comdr. T. J. S. Lyne, Shanghai.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p. Comdr. E. O. M. Day, Labuan.

Minotaur, armoured cruiser (flagship), 10,000 tons, 14 guns, 14,000 h.p. Vice-Admiral Sir A. L. Wintle, K.C.B., C.V.O., C.M.G., en route to Hongkong.

Monmouth, armoured cruiser, 9,800 tons, 14 guns, 12,000 h.p. Captain L. E. Power, M.V.O., Yokohama.

Moore, river gunboat, 180 tons, 2 guns, 1,400 h.p. Lieut. Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine, 4,000 h.p. Captain George F. E. Hunt, D.S.O., Yokohama.

Nightingale, river gunboat, 85 tons, 240 h.p. Lieut. Comdr. Claude Hillier-Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 5,500 h.p. Comdr. Lamb, en route.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. Comdr. A. O. Douglas, West River.

Rosario, depot ship for submarines, 980 tons, 1,400 h.p. Lieut. Comdr. M. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. E. J. J. Southby, Hongkong.

Spice, river gunboat, 85 tons











# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. H. Hickey	8 A.M. 12th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELHI Capt. H. S. Bradshaw	Noon 14th Oct.	See Special Advertisement
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. F. E. Andrews, R.N.R. CEYLON Capt. A. E. A. Baker	About 19th Oct. About 20th Oct.	Freight and Passage. Freight only
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATEA Capt. W. R. Le Mare, R.N.R.	About 1st Nov.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 9th October, 1911.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINESE"	On 12th Oct., 4 P.M.
AMOI and TSINGTAI	"CHINESE"	On 12th Oct., 4 P.M.
CHEFOO and NEWCHANG	"CHINESE"	On 13th Oct., Noon
WEIHAIWEI and TIENTSIN	"CHINESE"	On 13th Oct., 4 P.M.
HAIPHONG	"CHINESE"	On 14th Oct., 8 A.M.
SHANGHAI	"CHINESE"	On 14th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"CHINESE"	On 17th Oct., 4 P.M.
SHANGHAI	"CHINESE"	On 19th Oct., 4 P.M.
MANILA, ZAMBOANGA, PE-NANG, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINESE"	On 19th Oct., 4 P.M.
SHANGHAI	"CHINESE"	On 21st Oct., M'night

## DIRECT SAILINGS TO WEST RIVER

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHU" "CHENAN" "CHINUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—  
HONGKONG, 12th October, 1911.

BUTTERFIELD & SWIRE,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers: Electric Light. Excellent Cuisine.

## SWATOW, AMOI AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 13th Oct., at 1 P.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 17th Oct., at 1 P.M.
"HAITAN"	Capt. J. S. Rose	FRIDAY, 20th Oct., at Noon.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—  
DOUGLAS, LARBAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 11th October, 1911.

# HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

## DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Ports. Levantine, Black Baltic Seas and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. FREIENFELS ... 20th Oct.	S.S. SUEVIA ... 13th Oct.
S.S. SLAVONIA ... 3rd Nov.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SCANDIA ... 16th Nov.	S.S. FURST BULOW ... 13th Oct.
S.S. SPEZIA ... 2nd Dec.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BERGOVIA ... 14th Dec.	S.S. BELGRAVIA ... 22nd Oct.
S.S. SILEBIA ... 27th Dec.	FOR HAVRE, BREMEN & HAMBURG:
S.S. AMERICA ... 10th Jan.	S.S. SENEGAMBIA ... 28th Oct.
S.S. GOLDENFELS ... 24th Jan.	FOR HAVRE & HAMBURG:
	S.S. BAYERN ... 10th Nov.
	FOR ROTTERDAM & HAMBURG:
	S.S. SACHSEN ... 11th Nov.

For Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 5th October, 1911.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW WEL-HAIWEI and CHEFOO	"CHEONGSHING"	Thursday, 12th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 14th Oct., 2 P.M.
SHANGHAI	"HANGSANG"	Tuesday, 17th Oct., Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Wednesday, 18th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 20th Oct., Noon.
MANILA	"LOONGSANG"	Saturday, 21st Oct., 2 P.M.

## RETURN TOURS TO JAPAN

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagasaki, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.  
For Freight or Passage, apply to—  
HONGKONG, 12th October, 1911.

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

# TOYO KISEN KAISHA

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon

Triple Screw, turbine engines. \* Twin Screw.  
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA and HONOLULU, on FRIDAY, 13th October, at Noon.

### SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO).

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 14th October, at Noon
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon
KIYO MARU	17,500	TUESDAY, 18th February, at Noon

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

### FARES FROM HONGKONG

To LONDON ..... £71.10.0.  
To VALPARAISO ..... Yen 570.00.

SPECIAL BATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:  
TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Service located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to—  
K. MATSUDA, AGENT,  
King's Building (Opposite Blake Pier).

339

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

\* The s.s. "Canada Maru" will not also call at Keelung.

The Co.'s Newly Built Steamers have fair speed, Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW VIA SWATOW and AMOI	"CHOSHUN MARU"	THURSDAY, 12th Oct. at 9 A.M.
TAMUI VIA SWATOW and AMOI	"DAIJIN MARU"	SUNDAY, 15th Oct. at 10 A.M.
ANPING VIA SWATOW and AMOI	"SOSEU MARU"	WEDNESDAY, 13th Oct. at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

772-778

S. HIROI,  
MANAGER

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

### MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 25th Oct., 1911, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

### HOMeward PASSENGER SEASON, 1912.

#### PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave  HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE .....	7500	February 3	MANTUA .....	11000	March 2	March 8
HIMALAYA .....	7000	February 17	MACEDONIA .....	10500	March 16	March 22
DELHI .....	8000	March 2	MOREA .....	11000	March 30	April 5
INDIA .....	8000	March 16	Through Steamer		April 13	April 19
DEVANHA .....	8000	March 30	MOLDAVIA .....	11000	April 27	May 3
DELTA .....	8000	April 13	MALOJA .....	12500	May 11	May 17
ASSAYE .....	7500	April 27	MONGOLIA .....	10000	May 25	May 31
DELHI .....	8000	May 11	MALWA .....	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

### FARES TO LONDON

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £46.10 SINGLE, £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS.

INTERMEDIATE (NON-TRANSFERRING) STEAMERS WILL LEAVE FOR

### LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

#### PROPOSED SAILINGS

	Tonnage		about		about	
NTANZA	7000	February	7	March	22	
NILE	7000	March	6	April	19	
NUBIA	6000	April	3	May	17	
SUMATRA	5000	April	17	May	31	
NAMUR	7000	May	1	June	14	
PALAWAN	5000	May	15	June	29	
BORNEO	5000	May	29	July	13	
SYRIA	7000	June	12	July	27	
NORE	7000	June	26	August	10	

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd SALOON £38.10 SINGLE, £57.4 RETURN.

For further Particulars, apply to—  
E. A. HEWETT,  
SUPERINTENDENT.

1086

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONG KONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Moses	9,000	WEDNESDAY, 25th Oct., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 8th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. J. Richards	7,000	SATURDAY, 4th Nov., from Kobe
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. Irizawa	7,000	TUESDAY, 7th Nov., at Noon.
	INABA MARU Capt. S. Tominga	7,000	TUESDAY, 5th Dec., at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 24th Nov., at Noon.
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. K. Soyada	7,000	WEDNESDAY, 25th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WEDNESDAY, 25th Oct., at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 13th Oct., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	BINGO MARU Capt. K. Soyada	7,000	TUESDAY, 17th Oct., at Noon.

\* Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

## NEW LINE OF STEAMERS

BETWEEN

### KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The Next Steamer to sail from Hongkong—

"HIROSHIMA MARU," TONS 4,000, CAPT. DEGUCHI, ON 13TH OCT.

## 1912 PASSENGER SEASON 1912

### FOR EUROPE.

STEAMER	Tons	CAPTAIN	From Hongkong
TANGO MARU	8,000	K. Kawara	February 14th.
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	R. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
MITACHI	7,000	T. Yamawaki	May 8th.
HIYASAKI	9,000	T. Mura	May 22nd.

### FOR SEATTLE.

STEAMER	Tons	CAPTAIN	From Hongkong
INABA MARU	7,000	S. Tominga	February 27th.
TAMBA	7,000	K. Noda	March 26th.
AWA	7,000	T. Irizawa	April 23rd.
INABA	7,000	S. Tominga	May 21st.

For further information, apply to—  
T. KUSUMOTO, MANAGER.

(1061-14-40)



# PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,  
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Hongkong, 6th October, 1911. [11]

# C. G. BODEN & SOHNE,

GROSSROHRSDORF, i/Sa.

BRACES AND BELTS.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Hongkong, 6th October, 1911. [12]

# Hoehl

Extra Dry  
gout americain

Sole Representative for Hongkong and South China  
**Hugo C. A. Fromm, Hongkong.**

Hongkong, 6th October, 1911. [170-22]

## POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The Delhi, with the Siberian Mail, is due to arrive here to-morrow.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 10th of November, 1911, at 5 P.M. This Parcel Mail is due in London on or about the 16th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Badges or Badges, Carved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR PER DATE

Singapore, Penang and Calcutta	Gregory Apear	Thursday, 12th, 11.00 A.M.
Saigon	Phou Penh	Thursday, 12th, 11.00 A.M.
Hollow and Bangkok	Holvard	Thursday, 12th, 11.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Chongshing	Thursday, 12th, 11.00 A.M.
Macao	Sui Tai	Thursday, 12th, 1.15 P.M.
Shanghai	Chingma	Thursday, 12th, 3.00 P.M.
Singapore	Satsuma	Thursday, 12th, 3.00 P.M.
Amoy and Tientsin	Chinkang	Thursday, 12th, 3.00 P.M.
Amoy, Straits and Rangoon	Seangchoon	Thursday, 12th, 5.00 P.M.
Chefoo and Newchwang	Taiwan	Thursday, 12th, 5.00 P.M.
Swatow and Deli	Signal	Thursday, 12th, 5.00 P.M.
Huiphong	Singen	Thursday, 12th, 5.00 P.M.
Hongkong	Daguy	Friday, 13th, 8.00 A.M.
Singapore, Penang and Bombay	Tschia	Friday, 13th, 10.00 A.M.
Chefoo and Newchwang	Nanchang	Friday, 13th, 10.00 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar	Tjitaroom	Friday, 13th, 10.00 A.M.

KEELUNG, SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU AND SAN FRANCISCO

Tenyo Maru ... Registration, 10.00 A.M. ... No late fee ... Letters ... 11.00 A.M.

Swatow, Amoy and Foochow ... Haiching ... Friday, 13th, 11.00 A.M.

Macao ... Sui Tai ... Friday, 13th, 1.15 P.M.

Weihaiwei and Tientsin ... Huichow ... Friday, 13th, 3.00 P.M.

Moji, Kobe, Yokohama, Honolulu, Valparaiso, Iquique, Callao, Salinas Cruz and Manzanillo

EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to Noon, Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this extra mail.

The Parcel Mail will be closed to-morrow, at 5 P.M.

Manila (Taking Mails for Cebu and Iloilo)

Macao

Tientsin and Chingwangtan

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (H.O.) SIBERIAN MAIL TO EUROPE

Shanghai, Amoy and Tamsui ... Saturday, 14th, 1.00 P.M.

## COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

October 11th.

ON LONDON—	
Telegraphic Transfer	1/8 1/2
Bank Bills, on demand	1/8 1/2
Bank Bills, at 30 days' sight	1/8 1/2
Bank Bills, at 4 months' sight	1/8 1/2
Credit, at 4 months' sight	1/8 1/2
Documentary Bills 4 months' sight	1/8 1/2
ON PARIS—	
Bank Bills, on demand	227
Credit, at 4 months' sight	231 1/2
ON GERMANY—	
On demand	184 1/2
ON NEW YORK—	
Bank Bills, on demand	43 1/2
Credit, at 60 days' sight	44 1/2
ON BOMBAY—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON CALCUTTA—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON SHANGHAI—	
Bank, at sight	75 1/2
Private, 30 days' sight	76
ON YOKOHAMA—	
On demand	84 1/2
ON MANILA—	
On demand	88
ON SINGAPORE—	
On demand	76 1/2
ON BATAVIA—	
On demand	84 1/2
ON HAIPHONG—	
On demand	84 1/2
ON SAIGON—	
On demand	84 1/2
ON HONGKONG—	
On demand	84 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.05
GOLD LEAF, 100 fine, per tael	\$57.70
BAR SILVER, per oz.	\$24 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent.
Chinese	10	\$6.58
Hongkong	20	\$5.84
Hongkong	10	\$6.27

## SHARE LIST—QUOTATIONS. HONGKONG, OCTOBER 11th, 1911.

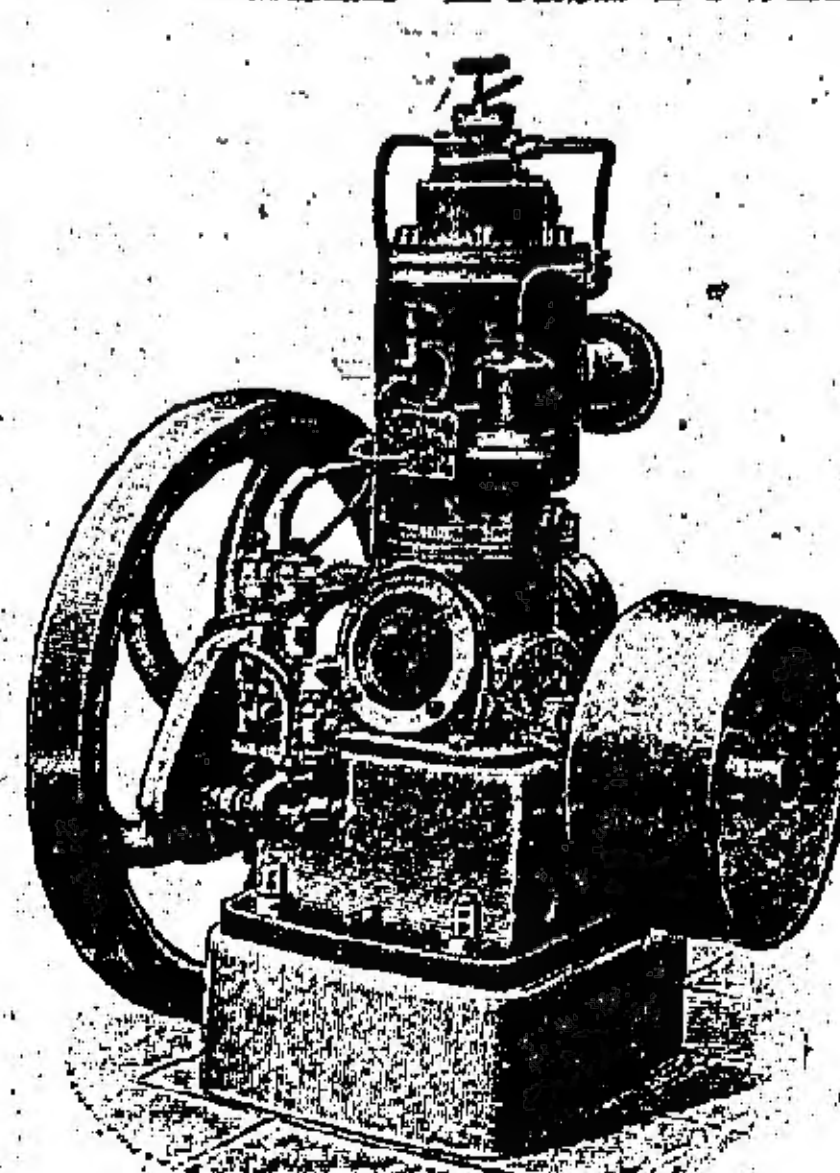
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900, sales
China Bank Corporation, Limited	60,000	\$12	all	\$222 1/2, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$1.70, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$3 1/2
<b>COTTON MILLS.</b>				
Woo Cotton Spinning & Weaving Co., Ltd.	30,000	11s. 50	all	11s. 90, sellers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	11s. 75	all	11s. 44, sellers
Leong-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	11s. 100	all	11s. 69, sellers
Soy Chee Cotton Spinning Co., Limited	20,000	11s. 50	all	11s. 24, sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$23, sellers
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$7, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	11s. 100	all	11s. 60, buyers
Shanghai and Hongkong Wharf Co., Ltd.	35,000	11s. 100	all	11s. 83, buyers
Green Island Cement Co., Limited	400,000	\$10	all	\$4.20, sales
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2, buyers
Hongkong Hotel Company, Limited	15,000	\$50	all	\$119, sales
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$75, sales
Hongkong Ice Company, Limited	50,000	\$25	all	\$11
Hongkong Hope Manufacturing Co., Limited	60,000	\$10	all	\$15 1/2, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$13
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$217 1/2
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$127 1/2
China-Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, sellers
North-China Insurance Co., Limited	10,000	\$215	\$25	11s. 150, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$337 1/2, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$225, @ Ex 73
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7.50, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$25, sellers
Shanghai Land Investment Co., Limited	78,000	11s. 50	all	11s. 90
West Point Building Co., Limited	12,500	\$50	all	\$47
<b>MIXING.</b>				
Société Française des Charbonnages du Tonkin	16,000	Fos. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.20
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	50,000	\$10	all	\$1.00, buyers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$137, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35, sales
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11 1/2, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$24
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27 1/2, @ Ex 10
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$60, (L'don, \$5 10)
Shanghai and Canton S.S. Co., Limited	2,500,000	\$1	all	\$6 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$27
South China Morning Post, Limited	10,000	\$10	all	\$17
Steam Laundry Company, Limited	6,000	\$25	all	\$25
<b>STORIES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$2 1/2
A. S. Watson & Co., Limited	90,300	\$10	all	\$5
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$4
Union Waterboat Co., Limited	100 fiders	\$10	all	\$300
<b>RUBBER.</b>				
Para Rubber in London				4/5 per lb. done.
<b>LEADS.</b>				
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7% p. annum	Par.
			VERNON & SMYTH, Share-Brokers.	

## THE LATEST IN OIL ENGINES. PETTER'S SEMI-DIESEL CRUDE OIL ENGINE FROM 10 TO 50 BRAKE HORSE-POWER.

These Engines are intended for Electric Light or Pumping Stations, Factories or industrial purposes generally. The outstanding feature of merit is the low working cost which compares favourably with Suction Gas.

**WILLIAM C. JACK & CO., LTD.**

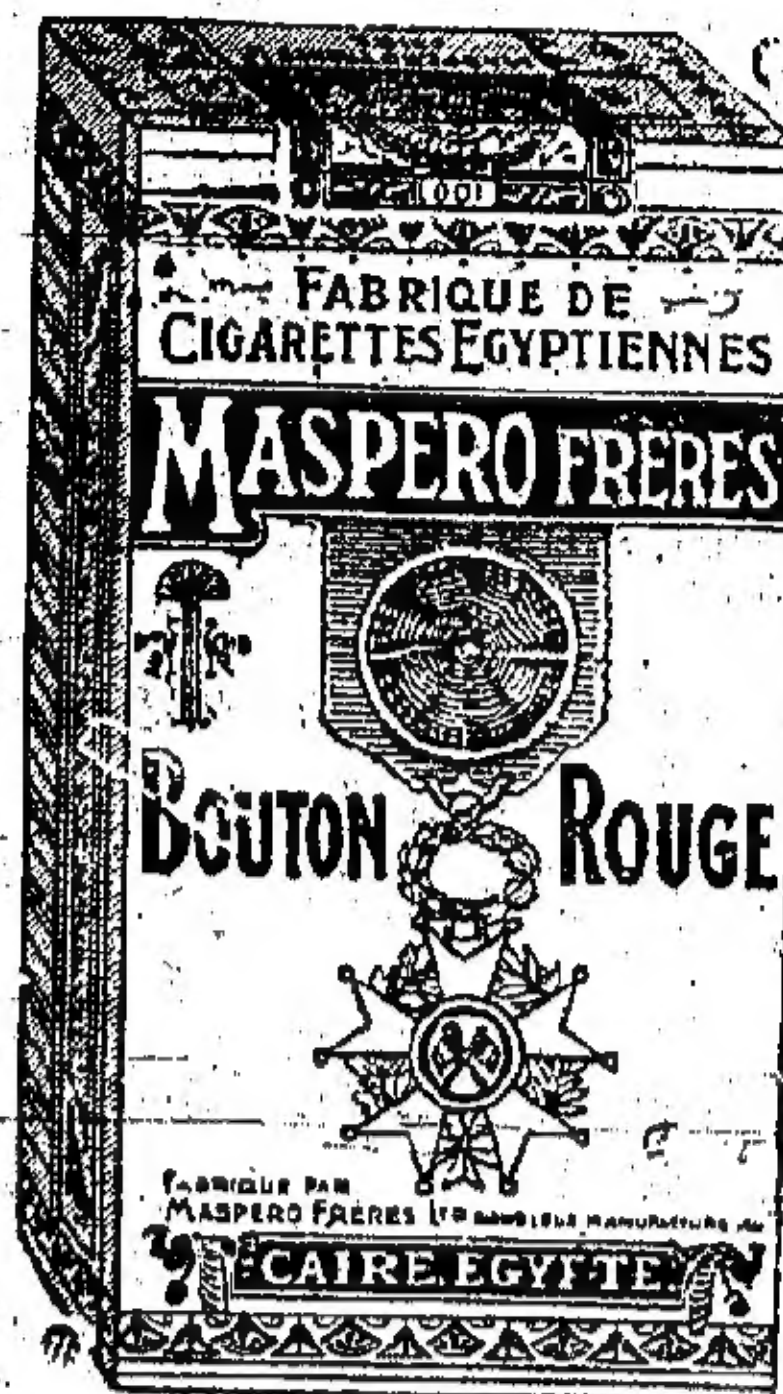
SOLE AGENTS,  
14, DES VOUX ROAD, CENTRAL, HONGKONG.



Highest Grade. Lowest Consumption and Working Cost. Extreme Simplicity and Reliability.

## THE CIGARETTES OF DISTINCTION

# Bouton Rouge and Felucca



A LUXURY TO THE MAN OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80 PER 100

FROM ALL TOBACCONISTS.



## THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

# Milkmaid BRAND Milk

GUARANTEED FULL CREAM. LARGEST SALE IN THE WORLD.

TRADE MARK.

Another Famous Product on the above Company is its

# STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

PRICE: 20 Cents Per Tin. \$2.30.....Per Doz. Tins. \$20.00.....Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD & Co. KWAN YEE, Queen's Road Central. CHEONG YEE, Queen's Road Central. MAN YING, Queen's Road East. NAM HING LOONG, Queen's Road Central. MUTUAL STORES, Queen's Road Central. HONGKONG CO-OPERATIVE SOCIETY, 11, Caine Road.

By Special Appointment to the Imperial Japanese Household Department.

# KIRIN BEER

THE BEST BEER BREWED OR SOLD IN THE EAST

CHIEF BREWER.....E. RICHLEBERG ASSISTANT BREWER.....E. SANDSTEDE

Recommended by the whole Medical Faculty as a light, pure, and wholesome Beverage eminently suited for this Climate. Only the best German Malt and Hops used.

Won the highest awards at all the Exhibitions

Sole Agents for KIRIN BEER

GOMEI KAISHA MEIDI-YA. YOKOHAMA, JAPAN.

## FORTHCOMING EVENTS.

Saturday, 14th Oct.—Annual Grand Promenade Concert on the Hongkong Cricket Club Ground, at 9.15 P.M.  
Monday, 16th Oct.—Auction of Crown Land at Shin Hing Street, by Public Works Dept. 3 P.M.  
Thursday, 19th Oct.—Thirtieth Ordinary Meeting of Canton Insurance Office, Ltd., Noon.  
Wednesday, 1st Nov.—Meeting of the Licensing Board in the Council Chamber, 2.15 P.M.  
Monday, 30th Oct.—Auction of King Edward Hotel Furniture, &c., at Sales Room, by Messrs. Hughes & Bough, 3 P.M.

## PRINTING

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE HONGKONG DAILY PRESS PRINTING WORKS

turn out the Best Printing at Reasonable Price

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST

is given in the HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

VISITORS TO CANTON Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD, With Illustrations, Maps and Plans. Price.....\$1.75

On Sale at— Hongkong: "Daily Press" Office. Messrs. KELLY & WALES. Messrs. BEWEE & CO.

Canton: Messrs. A. S. WATSON & Co

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A, Des Voux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.